

AMERICAN FOREST MANAGEMENT, INC.
Forest Resource Consultants

www.americanforestmanagement.com

45815 M-26
ATLANTIC MINE, MI 49905

906-483-0820
FAX 906-483-0862

April 26, 2010

Mr. Mike Smolinski
MDNRE- Land and Water Management Division
420 5th Street
Gwinn, MI 49841

Dear Mr. Smolinski,

I am the American Forest management (AFM) District Manager representing GMO Threshold Timber Michigan, LLC. (GMO). GMO owns approximately 5,000 acres of timberlands that would be positively impacted by the construction of Woodland Road. In our current 5-year plan, about 25% of that land (about 130 loads/year for 5 years) is currently accessed through the AAA Road and CR 550 through the City of Marquette. The other 75% (about 350 loads/year for 5 years) would be hauled out to the south using the route that will become Woodland Road. While this number by itself is not a large number, when you couple this with the other large timber companies, many small private landowners, and countless recreational users, it becomes a number that rises well above a number that shows the significance of road use in addition to mine traffic.

The construction of Woodland Road will have a much larger impact than just on the timber companies, and certainly more than just the mine. For example, access opportunities for responsible recreational purposes would be extensive. Most of the lands impacted are enrolled in the Commercial Forest Act and are open to the public for hunting and fishing. This will increase those opportunities and therefore the amount of users on Woodland Road.

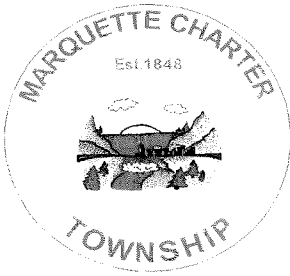
Additionally, there will be several other direct benefits. One is the fact that the amount of fuel consumed will be greatly reduced, by at least 50%, when taking into account the logging and mine trucks. This equates to 10's of thousands of gallons of diesel fuel that will not be consumed. Certainly one of the most obvious benefits of Woodland road will be to keep heavy truck traffic out of the City of Marquette and reduce the amount of truck traffic on public roads.

The forest products industry and recreational users are the two primary groups that own and/or use land in the area impacted by this road. This road offers the best opportunity to maximize opportunities that have the interests of both groups in mind. There has been tremendous effort and care that has gone into the selection of the route to minimize environmental impacts, address concerns of avoiding conflicts with the public, while still providing a very functional road system.

I urge you to continue forward with the approval process for the permits required for Woodland Road.

Sincerely,

Eric E. Stier
District Manager



April 26, 2010

Ms. Melanie Haveman
U.S. Environmental Protection Agency (WW-16J)
77 West Jackson Boulevard
Chicago, IL 60604-3590

RE: Woodland Road, Marquette County, Michigan

Dear Ms. Haveman:

The City of Marquette and Marquette Township encourage you to please proceed with the original Woodland Road Transportation Plan in Marquette County, Michigan. Both of our municipalities have concurred not only with the need for the development of this road in its original proposed location, but we also stand united that the proposed rerouting of the road through the City and Township is not acceptable.

For the past five years, our residents have voiced strong objections to the trucks running through our communities hauling fly ash, timber and limestone. Citizens' concerns focus on the negative impact these trucks have in terms of air quality, noise and safety. Please understand that the proposed rerouting of this truck traffic along County Road 550 or CR 510 to U.S. Highway 41 would bring these trucks in front of scores of homes in our communities. This is not merely a business corridor: hard-working individuals live in these houses; children play around these homes. Please take their personal safety into serious consideration.

The proposed Woodland Road would serve multiple purposes; it would be an ideal route for logging and ore trucks. Timber harvesting in Big Bay plays an important economic role in the region and would directly benefit from having a shorter, safer route through western Marquette County, where there are fewer homes and lives that would be impacted.

Letter to Ms. Haveman
April 26, 2010
Page 2

The use of CR 510 or CR 550 to connect to U.S. 41 would bring these trucks through the most heavily-traveled section of highway in the Upper Peninsula, according to the Michigan Department of Transportation. This stretch of highway already incurs some of the greatest number of accidents in the region; by routing trucks filled with millions of tons of ore through this corridor will only add to the congestion and the number of vehicle crashes.

We understand that one of the concerns on the EPA and DNRE involves the 24 streams that would be crossed as part of the Woodland Road project; however, CR 510 crosses even more: 29 streams.

To be good stewards of our environment, we all need to look at the "big picture", and the longer routes on either of these county roads would only increase greenhouse gas emissions in areas of dense residential development, education institutions (including Northern Michigan University, North Star Academy and Lakeview School) and customers doing business at the growing commercial establishments along these routes.

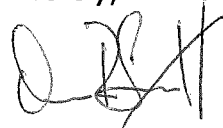
Please take into account the safety of our citizens, the traffic dangers and the increased greenhouse gas emissions that would be involved when you look at sending this traffic through our communities. Woodland Road offers a safer, more stable environmental alternative to not only the mining industries, but the timber industry as well. Please make a sound decision and proceed with the establishment of Woodland Road.

Sincerely,



John P. Kivela, Mayor
City of Marquette

Sincerely,



Dennis Liimatta, Supervisor
Marquette Township

City of Marquette
300 W. Baraga Avenue
Marquette, MI 49855
Phone: 906-225-8102 Fax: 906-228-0429



Michigan Forest Products Council

Business Advocacy for the Forest Products Industry

April 26, 2010

Sent Via E-Mail and US Mail

Ms. Melanie Haveman
United State Environmental Protection Agency, Region 5
77 West Jackson Boulevard
Chicago, Illinois 60604-3590

Re: Michigan DNRE File No. 09-52-0086-P
Woodland Road, LLC

Dear Ms Haveman:

Thank you for the opportunity to comment on the proposed Woodland Road. This letter is in addition to materials that Woodland Road LLC ("Woodland") has provided to the USEPA to address objections to the proposed Woodland Road.

This letter is in response to the issues raised in discussions with EPA and in their objection letter. This letter also addresses concerns expressed by MDNRE staff in discussions with them. The road is a multipurpose, all weather road serving the needs of Marquette County, a need not met by existing roads. Woodland Road LLC has been the catalyst to bring about this long needed road. The Woodland Road has been carefully designed in an effort to minimize impacts to the wetlands and streams it crosses. This is a large project covering 23 miles of road across difficult topography marked by highlands intersected by streams and wetlands. Yet in designing the road only 27 acres of wetland are impacted and stream crossings have been carefully designed to minimize impacts to the streams that are crossed.

I write today on behalf of the Michigan Forest Products Council (MFPC). The MFPC represents diverse set of landowners, bio-energy, paper and wood products manufacturers in Michigan. This industry supports over 19.3 million acres of forests, 154,000 jobs, \$2.9 billion in wages, \$12.8 billion in shipments and over \$51.8 billion toward our state's GDP. We strongly believe the Woodland Road has multiple use applications and is important to the central Upper Peninsula's economy. The Woodland Road provides a much need solution to important recreational access and public safety concerns for our members, while realizing transportation cost savings of 50% for hundreds of loggers and truckers. Shorter routes reduces vehicle mile traveled, saving fuel and lowering green house gas emissions.

As evidence of its intent to protect the environment and ensure that any loss caused by the road is properly compensated, Woodland has worked towards assembling a mitigation package that would preserve over 1,200 acres of land, including 900 acres of wetlands together with almost 7 miles of the Yellow Dog River and a significant amount of tributaries. This extraordinary offer is contingent upon gaining a permit. The parcels to create this package of land have not all been assembled, but preliminary indications are the landowners involved will participate. At this time, a third of the lands are firmly committed to this preservation effort should the permit be issued. That land alone meets the mitigation requirements for this project. Woodland is proposing is a package of conserved lands that will provide a significant benefit to the long term preservation of a key component of the lands in the area of the road joining with state and federal lands to create a large continuous, natural stream corridor.

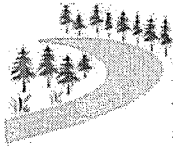
We appreciate the opportunity to share with you the progress we have made in working towards a permit for this project. We look forward to working with you to resolve the permitting issues with the DNRE and having the USEPA remove its objection to the project. This project serves a vital economic purpose meeting a need for a travel corridor to serve this area of Marquette County. We hope you will share our view that this is a well thought out project that meets the necessary regulatory requirements and will serve as a safer and more efficient transportation alternative for the region.

Sincerely,

A handwritten signature in black ink, appearing to read 'Kevin W. Korpi', with a stylized flourish at the end.

Kevin W. Korpi
Executive Director

cc: The Honorable Governor Granholm
Director Rebecca Humphries, DNRE
Mr. Keith Charters, Chair of NRC



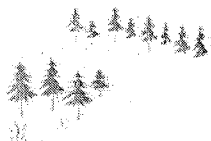
Woodland Road LLC
504 Spruce Street
Ishpeming, MI 49849

Woodland Road LLC Permit Application Meeting
April 27, 2010 8:30 a.m.
Country Village Conference Center, Ishpeming

Meeting Purpose: To have Woodland Road landowners, timber companies and stakeholders explain the importance of the proposed route to their respective operations.

Agenda:

1. Introductions of Woodland Road LLC members, landowners, stakeholders and federal and state agency representatives.
2. Brief history of the Woodland Road provided by Matt Johnson
3. Landowners describe benefit of a north/south corridor in western Marquette County.
 - a. Plum Creek - Kendall Fountain and Mark Sherman
 - b. Longyear – Jake Harrington
 - c. GMO – Eric Steier
 - d. Holli Forest Products - Dave Holli and Bill Hennigan
 - e. Verso Paper Company – Mark Ponti
 - f. Marquette County Road Commission – Jim Iwanicki
 - g. Lindberg and Sons – Roger Crimmins, LLC member
 - h. Landowner – John Jilbert, LLC member
4. State and Federal Agencies provide update on permit application review process.
5. Other Business (Questions, Schedule, etc.)
6. Closing remarks



Woodland Road LLC
504 Spruce Street
Ishpeming, MI 49849

May 7, 2010

Sent Via E-Mail and US Mail

Mr. Michael Smolinski
Michigan Department of Natural Resources and Environment
420 Fifth Street
Gwinn, MI 49841

RE: DNRE File No. 09-52-0086-P; Woodland Road, LLC

Dear Mr. Smolinski:

On behalf of the Woodland Road LLC, please consider this letter as a request to withdraw the above-referenced permit application. Thank you for your consideration in this matter.

Sincerely,

Woodland Road LLC
Charles L. Wolverton, Agent for Woodland Road LLC

CC: Cary Gustafson, DNRE
Sue Elston, US EPA
Woodland Road LLC